

NOTED WAR WORKER TO ADDRESS STUDENTS

Miss Helen Fraser of National War Savings Committee, London, to Tell of "Social and Industrial Changes in the War"

TO BE NEXT MONDAY

Miss Helen Fraser, of the National War Savings Committee of London, England, will address students of Technology on the subject of "Social and Industrial Changes in the War," on Monday afternoon, January 21, in Smith Hall, room 10-250. Although the committee realizes that examination time is a bad time for many students to attend a lecture, it is the only time that Miss Fraser could be secured.

Miss Fraser's presence in America is due to the interest of President MacCracken of Vassar College, in securing a woman who had distinguished herself in war work in England to lecture at the principal colleges. These have co-operated with the Women's Committee of the Council of National Defense in extending the invitation to visit America, for which purpose she was granted leave of absence by the British government.

On Miss Fraser's arrival, November 30, it was necessary to arrange for an extension of her time in America to fourteen weeks in order to meet the tremendous demand for her services from every part of the country, which resulted from the preliminary announcement of her tour, sent out on November 17. She spent her first week in America from December 3 to 8 at Vassar College, and there Miss Fraser made a most profound impression on the faculty and students, upholding her reputation as "one of the most brilliant women speakers of Great Britain."

Miss Fraser proceeded to Washington on December 14 and was received at the White House by President Wilson; she also met Secretary McAdoo, Secretary Baker and Samuel Gompers. On December 15 and 16 she addressed the Suffrage Convention in Washington and then it was that the full significance of what the war means to women was brought home to a large gathering of American women. Many of the delegates, impressed with the vital importance of Miss Fraser's message to the women of this country, promptly arranged for lectures by her in their home cities, with the result that it was again necessary to extend her tour until the early summer.

Prior to the war, Miss Fraser was engaged in lecturing on Suffrage and Social subjects throughout Great Britain; she is a member of the non-militant group of Suffragists, The National Union of Women's Suffrage Societies of which Mrs. Henry Fawcett is President and of which Miss Fraser herself is a member of the Executive Committee. Since the war began she has been continuously engaged in war work of various kinds; Miss Fraser is an official of the British Treasury, being a speaker and organizer for the National War Savings Committee for which she has personally organized 109 of the 1500 War Savings Associations in Great Britain. She is speaking in America solely on what she considers the most vital subject before women today, namely "Women's Part in Winning the War;" her addresses do not touch upon the Suffrage question.

GIFTS OF NAUTICAL BOOKS SOUGHT BY SHIPPING BOARD

Gifts of nautical books and magazines for the apprentices on the new training ships of the United States Shipping Board are sought by national headquarters of the Shipping Board Recruiting Service, 12th floor, Custom House, Boston. The apprentices on the new training ships are being trained for seamen, firemen, oilers, stewards, coal passers, cooks and water-tenders for the new merchant marine, and are paid while training. Some Technology men should have books they can donate to this worthy cause.

"SWEATERS, ETC., CAUSING GREAT REJOICING"—LANSINGH

On Sunday, January 13, the Auxiliary received from Mr. Lansingh this cablegram:

"Sweaters, etc., causing great rejoicing. Tech only college doing it. All envious. Don't stop sending."

This animated picture of the reception accorded to the workroom products by our men in France puts on our workers a serious responsibility. More "sweaters, etc." and yet more must be made; no end to the need is in sight. The management therefore sends out a fresh and authoritative plea for helpers and for money.

INSTITUTE MAY HAVE BOXING TEAM THIS YEAR

Boxing is a sport which up to the present time has been of little importance at Technology. Such ability and interest has been shown this year, however, that Mr. Boutlier, the boxing instructor, thinks it advisable to form a boxing team and to arrange meets with other colleges. No definite arrangements have been made as yet, but work will probably begin after mid-years.

FACULTY ISSUES RULING ON JUNIOR GRADUATION

Men Who Enter Branch of Service to Get Degrees in October.

At a faculty meeting held Wednesday afternoon it was voted to graduate in October those men of the 1918 class who take work in the summer of 1918 and who enter military, governmental or industrial service. Students not doing this will have their courses rearranged for the first term of 1918-1919 that they may graduate in January, 1919, unless called into service before that time.

The 1920 class will continue their courses regularly until the summer of 1919, when the same arrangement that governs the present junior class will be applied to them. This was thought advisable, because otherwise the Freshman Class entering in January would have to attend school for seven successive terms, and, furthermore, so many of the Sophomores are so immature that an additional year will better fit them for service.

Fourth year men in Course VI, and other men who have suitable preparation, will be permitted to substitute radio engineering for about 420 hours of regular work if they so desire.

TWO INSTITUTE MEN GAIN COMMISSIONS IN NAVY

W. M. Angas, '17, and A. L. Nelson, '15, Are Made Junior Lieutenants.

Two Technology men were appointed to fill two out of nine vacancies as assistant civil engineers, with the rank of lieutenant, junior grade. They are William M. Angas, '17, Course I, and Arthur Lindsay Nelson, '15, Course II.

Secretary Daniels announced that 29 candidates who passed a recent examination have been appointed to fill nine vacancies and 20 temporary positions in the grade of assistant civil engineers in the United States navy. The corps of civil engineers, formerly composed of 30 civil engineers and 36 assistant civil engineers, is now increased to 96.

The 233 candidates who took the preliminary examination represented 65 colleges, universities and technical schools, and came from 37 states and from England, Canada, Russia, France, Switzerland and the territory of Hawaii. Eighty passed the preliminary examination and were authorized to appear at Washington for the final. Of the 73 reporting, 23 failed to qualify physically, leaving 50 to compete in the written examination.

Twenty-nine of these, representing 19 colleges and coming from 12 states, qualified in this final test, and have been appointed assistant civil engineers, junior grade.

NOTICE

The Tech will appear on Wednesdays instead of Tuesdays. This is made necessary because of the recent ruling of the Fuel Administration which makes Monday a holiday.

INSTITUTE SWIMMERS MEET PENN TOMORROW

Hardest Contest of Year to be Staged in Boston Y. M. C. A. Tank Saturday Evening; Large Student Attendance Requested

TO START AT 8 O'CLOCK

The swimming team will go up against its strongest competitors of the season tomorrow evening, when it meets the University of Pennsylvania team. The squad from Philadelphia is reputed to be the strongest of all college teams in this part of the country, and for the Institute to win, they must put forth their efforts.

Captain Untersee '19 is depended upon to win the 50 and 100-yard dashes, while in the plunge it is left to A. E. Wales '19 to carry off the honors. C. D. Grien and R. Bolan are expected to show up well in the 220-yard race.

The Institute's greatest need is for men for the relay and for men who can place second in the dashes. The local team is also weak in the dives, as was shown in the Brown meet.

The team will be picked from the following men: Untersee, Young, Shaw, Walker, Wales, Winn, Porcher, Peltier, Wilson, Bolan, and Green.

The Institute has not lost a swimming meet in the last three years, and it is not expected that the record will be broken tomorrow night. The men need the support of the student body, however, and it is hoped by the management that every man who can will attend the meet. Student tax tickets will be honored for admission. Men not having these will be charged a fee of fifty cents. The meet will start at 8 o'clock.

WAR DEPT. BULLETINS

Suggestions Concerning Military Work at Institute Received

The following bulletins, containing suggestions for the military work at the Institute, were received recently by Major Cole.

War Department,
The Adjutant General's Office,
Washington.

The following extracts of cablegram No. 408 dated December 22, 1917, from General Pershing is furnished for your information and guidance:

"Par. 1. Reference training of troops in United States, deficiencies noted here indicate, first, great laxity on the part of division and brigade commanders in requiring officers to learn of their duties or to perform them efficiently; second, almost total failure to give any instructions in principles of minor tactics and their practical application to war conditions. Officers from colonels down and including some general officers are found ignorant of the handling of units in open warfare, including principles of reconnaissance, outposts advance guard, solution of practical problems and formation of attack; third, no training whatever has been given in musketry efficiency as distinguished from individual target practice on the range. Many officers of high rank are hopelessly ignorant of what this training consists of.

"Subparagraph A. Division and brigade commanders must be brought to realize that their duties include something beside routine administration and they must be required to conduct the training of their units in the above particulars. All the higher officers must be held directly and personally responsible for the instruction of their commands and should be compelled by study and application to become competent to conduct and supervise personally the instruction of their officers in theoretical and practical work and should conduct exercises themselves until subordinates are competent to do it. It is not enough for division command-

(Continued on page 3)

TECHNOLOGY STUDENT IN FRANCE DIES OF SPINAL MENINGITIS



GORDON STEWART '18

Mr. and Mrs. J. Stewart of 54 University road, Brookline yesterday received a telegram from Washington notifying them that their son, Gordon Stewart, had died of cerebro spinal meningitis in France on Jan. 11. Gordon was 21 years old and was in the Army Air Service as a cadet pilot.

In the spring of 1916, when a sophomore at Technology, he and his brother, Theodore Felt Stewart, aged 23, crossed to France and enrolled in the American Ambulance Field Service for six months. Theodore returned in September to America, and Gordon enlisted as a cadet pilot.

Gordon was prominent in athletics both in the High School and Chauncy Hall, where he went after graduating from the high, and in Technology. In 1913 he was captain of the Brookline High crew and was also on the "gym" team and the National swimming team, and especially noted as a graceful diver. He was active in fraternity circles both in high and in Tech.

NEARLY 200 MEN RECOMMENDED FOR ENGINEER RESERVE CORPS

Faculty Passes Upon 73 Out Of 262 Applications Received.

One hundred and seventy-three students of draft age have been certified to the Head of the Engineer Corps as suitable for enlistment in the Engineer Branch of the Enlisted Reserve Corps, in accordance with the regulations issued last month.

These regulations authorize the enlistment in this Reserve Corps of any student in an engineering course if he has attained a record on the basis of which he may be regarded fairly as deserving a place among the first one-third of the men who have graduated from the Institute during the past ten years.

Of the five hundred and eighty-three students of draft age, two hundred and sixty-two made application in the prescribed form. Of these eighty-nine were Seniors, one hundred and two Juniors, forty-two Sophomores and twenty-nine Freshman. A special committee appointed by President MacLaurin examined these applications and considered each case on its merits. While the regulations naturally required that the main emphasis be placed on scholastic records, the committee in reaching its decision made use of all the information to be obtained about a student from members of the Faculty and members of the Instruction Staff.

As a result of its work it has certified one hundred and seventy-three of the applicants to be eligible for enlistment. These men have all been notified and by this date their applications have been forwarded to Washington.

RITCHIE TELLS OF TECHNOLOGY WAR WORK.

On Wednesday evening, January 16, John Ritchie, Jr., of the administrative department of the Massachusetts Institute of Technology spoke before the Board of Trade of Beverly, his subject being "How Technology is Helping the Government in the War."

Next Monday evening, January 21, he is to address the Needham Business Association and Board of Trade on the same subject.

NEW FLAG ADOPTED BY SHIPPING BOARD

Official Standard Has National Shield Supported by a Blue Anchor With Letters "U. S. S. B" Mounted on White Ground

TO FLY ON ALL MERCHANTMEN

There is already appearing on the Seven Seas a new flag, symbolizing the return of the United States in all its power to fellowship with the leading maritime nations of the earth.

The new standard is the recently-adopted official flag of the United States Shipping Board, the body created by act of Congress last September, and organized in January, 1917, to create a national merchant fleet.

In laying a foundation for the new American merchant marine, in keeping with the country's rank among the nations of the earth, the Shipping Board is doing things that Americans in the future may recognize as historic.

It is building a fleet of 1000 cargo-carrying ships. It is taking over for national use—"commandeering" is the term sometimes used—more than 2,000,000 tons of shipping now on the stocks in private yards. It is fitting out the 600,000 of tons of German shipping that sought shelter in American ports when the great war began, among these ships being the great 54,000-ton Vaterland.

It has established free schools in navigation and engineering at Atlantic, Gulf, Pacific and Great Lakes ports to train not less than 10,000 mariners and engineers to serve as officers on this great new national fleet, along with the seasoned officers of the existing Marines, who will be their seniors.

When this work, now in full swing, has been accomplished, and the official flag of the United States Shipping Board is flying over all the ships under the board's control—that is, over all the nation's merchantmen—the flag's fold will flutter above the decks of the largest fleet of merchant vessels ever commissioned under one management.

None of the great, privately owned fleets of England will number as many vessels or tons as this national fleet of Uncle Sam's. The foremost of the fleets of the German shipping companies, which was claimed (before the war sent German merchant ships to cover all over the world) to be the largest in existence, would not equal, if restored to the seas, the American national fleet, over which this new flag will fly.

Each of the 1000 new vessels being built for the Shipping Board will fly this flag. So will nearly 300 vessels taken over from private buildings. Furthermore, the flag will be hoisted on all the 98 German ships seized by the government on its declaration of war against the Imperial German government, with the exception of less than 20 taken over by the Navy Department for use as transports.

Among shipping men the new banner of the United States Shipping Board will be termed a "house" flag. It will be flown as were the private flags of the great mercantile houses that controlled American shipping in the golden days of the square-riggers, at the main truck.

Those old-time house flags were striking in design and coloring. In order to be readily recognized they usually bore some emblem, such as a globe, a star, a cross a ship or an anchor. The new symbol of the National Merchant Marine will carry out this idea. On a white ground is shown the national shield in full colors of red, white and blue, supported by a blue anchor, and flanked on the left by the letters, "U. S.," and on the right, "S. B." The proportions of the flag, in the size to be flown by a ship of 800 tons, are six feet hoist to nine feet length.

The flag was designed by Charles Collins, a Boston architect and designer. Mr. Collins made several sketches, showing different designs, and with them enlisted the interest of Henry Howard, a graduate of the Massachusetts Institute of Technology in the class of '89, the Shipping Board's director of recruiting, whose headquarters are at the Boston Custom House. Mr. Howard took the

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The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

IN CHARGE THIS ISSUE

C. B. Capps '20.....H. V. Howes '20

FRIDAY, JANUARY 18, 1918

THE FUEL CONSERVATION PROGRAM

THE recent ruling of Fuel Administrator Garfield seems to be unnecessarily drastic. The ruling will affect the millions of the laboring class in that their very existence is dependent on their daily efforts. With so many thrown out of work for even a few days there can be but hardship among them. Most of the men who will be forced to stop work are paid by the day or by piece. Their incomes will be abruptly decreased while the cost of living will not be reduced and if anything will mount. Did Mr. Garfield consider this when he promulgated his plan? Most likely he did, but thought that he was acting for the best. It would appear however that other means of relieving the coal shortage could be instituted. We hear it constantly reiterated that there is plenty of coal at the mines. If this is so, the efforts of the Fuel Administration would better be directed toward providing transportation for the coal. The government recently took over the control of the railroads, but a relief of the transportation crisis has not yet come. It is probably too early to expect any remarkable achievement in this line, but relief should be forthcoming.

The American public will undoubtedly co-operate to the greatest extent with the government in its prosecution of the war and its efforts to make conditions here the best possible. It is asking too much, however, when a man who must work to live is asked to stop his work and do the best that he can to get along on what he has. Inconveniences should and will be borne without a whimper, but hardship is another question entirely. The crippling of industrial effort is another thing to be considered. The coal shortage is no doubt a catastrophe, but the recent ruling is a move which will relieve it only by establishing another. If the Fuel Administration had waited a few weeks before inaugurating its action there would probably be no need of such drastic action. The transportation problem can and must be settled. When this has been done the fuel shortage will not be so acute. Neither can the cold weather last forever. A modification of the Fuel Administration ruling will be gratifying to the general public and if afterwards more sacrifice is required, it will be made without a question. We are all willing to work and sacrifice for the good of the country, but we cannot all agree with seeming unwise rulings.

THE CO-OPERATION QUESTION

IN another column of this issue is published an editorial from the Boston Transcript on the question of co-operation between Harvard and Technology. The recent decision of the Supreme Court has made impossible the late agreement existing between the two institutions, but it seems certain that some plan which will be in agreement with the Gordon McKay bequest will be inaugurated. This at least is favored by both President Lowell and President MacLaurin. Certainly there is much to be gained by a plan of co-operation and practically nothing to be lost. As stated in the editorial referred to there is a sacrifice of economy and efficiency in a duplication of effort. On the whole, it seems essential that some scheme be devised and we look forward with firm confidence in the men who are to decide what that scheme shall be and satisfied that anything which may be done to bring Harvard and Technology into close relationship will be done for the best.

President MacLaurin has made it clear that he is unquestionably in favor of a close co-operation and states that hopes of a close relationship between Harvard and Technology are not abandoned. Dr. MacLaurin has proved himself to be a far-sighted man and his opinion undoubtedly carries weight. Add to this President Lowell's advocacy of co-operation and there can be little doubt but that eventually there will be a plan which will make for better scientific educational achievement.



The Question Box has been inaugurated for SERVICE. So many questions have arisen, and so many doubts have been expressed among both the student body and the Alumni about the relations of Technology and Technologists to the war, that the WAR TIME TECH has deemed it advisable to establish a medium for clearing up these difficulties. It is strongly desired that neither the Alumni nor the undergraduates will hesitate to send in any questions that concern them directly or any that they think will be of benefit to Technology in common.

Address all inquiries to The Question Box Editor, The Tech. The name of the questioner will be withheld from publication, but each letter must be signed.

The Question Box is for YOU personally. Be sure you use it!

Question Box Editor,
The Tech
Dear Sir:

I understand that the secretary of war has promulgated ruling to allow officers and enlisted men to wear fraternity pins in a certain designated place on the uniform. Is this so, and if so, what is the proper place? What other pins or badges may be worn?

Yours truly,

P. F. J.

You are mistaken. No army man is permitted to wear any pin or medal except those to which he is entitled by his military record.

BOSTON PAPER DISCUSSES HARVARD-TECH MERGER.

The following article is taken from the editorial page of the Boston Transcript, and discusses in much detail the co-operation of Harvard and Technology and the relations of the merger to the McKay millions.

By the Supreme Court's decision of the McKay will case Harvard and the Massachusetts Institute of Technology saw their agreed plan of co-operation sharply broken asunder. Far-sighted anticipation of the great things which the two institutions might accomplish, if brought together on the basis of some union, had revealed a goal which was not, however, to be lightly forsaken. One way of attaining it was barred by the court's high decision, but this did not mean that the search for other and acceptably legal ways might not go on. Indeed, it now appears that both President Lowell and President MacLaurin are minded to continue the search. The president of Harvard, in his annual report published last week, distinctly represented the question of co-operation between the two institutions as an open matter. Saving only the guarantee of perfect legality in whatever plan might be chosen, he spoke as a man still pressing on toward a desired goal. The president of Technology, in his address to the M. I. T. alumni on Saturday night, was even more clearly outspoken. Dr. MacLaurin expressed with all emphasis his hope that further negotiations may be pressed forward.

It is not too much to say that the public at large strongly concurs in this hope. In the prospect of co-operative educational action between the two universities in Cambridge there seems to be an almost overwhelming appeal to the average man's common sense. He not only thinks it should certainly be possible to use two such great plants as these in harmonious conjunction for the advancement of science; he also regards with actual dismay any plan which should fail to allow for union between them. The very idea of the simultaneous development of the two institutions in Cambridge, without some scheme of co-ordination in the expenditure of the McKay millions seems to him to run counter to accepted principles of economy and efficiency and to court a needless duplication of effort.

The question involves, however, such serious considerations for the future of the two great institutions that it cannot be left to any superficial judgment whatsoever. To the laymen's view of the case there must be added the closely reasoned opinions of experts. Fortunately these have lately been forthcoming from some of Harvard's deepest-versed men of science. Treatises on the right use of the McKay bequest have appeared in the Harvard Alumni Bulletin over the signatures of such men as Dean William Morton Wheeler of the Bussey Institution, Professor Irving W. Richards of the department of chemistry, and Assistant Professor Lawrence J. Richardson. On the whole the views of these men look away from any outright proposal of merger. They concentrate upon the importance of securing the advance of pure science if the country is to safeguard its advance in the realm of applied science. With this desideratum in mind they wel-

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come the opportunity which they now find present for Harvard to develop with the funds of the McKay bequest, and with the broadest independence, a system of scientific education unique in

its insistence upon the mastery of fundamental principles, developing students who should be in the end "practical"

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WAR BULLETINS

(Continued from page 1)

ers merely to issue orders on these subjects, but they must themselves be required to teach them in every detail. Necessary supervision by inspectors or by officers of the War Department in charge of training should be ordered to prevent ignorant and incompetent officers in high places from retaining command.

"Subparagraph B. Suggest that important work in practical application of tactics and thorough training in musketry for all units be taken by Major General John F. Morrison and that these subjects be presented to our troops in great detail by his office, also that all officers of whatever rank, including those in regular army, be held up to a high standard of accomplishment. Many of our high regular officers do not know how to instruct men practically and they should either be compelled to learn or be removed. Pershing."

By order of the Secretary of War
H. G. LEARNED,
Adjutant General,
Headquarters,
Northeastern Dept.,
Boston, Mass.

Training Memo No. 1.

1. To cope with the best trained troops in the world absolute discipline on the part of our soldiers is necessary. It is observed that not enough attention is being given to the training of the soldier in his A, B, C's, and to the instruction in the school of the soldier, squad and company.

General Pershing has cabled: "I cannot too strongly impress upon the War Department the absolute necessity of rigid insistence that all men be thoroughly grounded in the school of the soldier."

The manuals employed in the different branches of the Service, followed to the letter, are sufficient to achieve the desired result, provided the most minute details are carried out exactly.

A record of the daily progress on each and every man should be kept, and no soldier should be allowed to advance who has not demonstrated the fact that he thoroughly understands every subject in which he has been previously instructed.

All officers must be impressed with the necessity of requiring that every duty, no matter how small, be abso-

lutely understood and thoroughly complied with, and higher officers must hold subordinate officers to the most accurate performance of duty.

When an organization, or any part of it, fails to perform properly the drills, and accurately conform to the instructions required, extra drills, etc., should be ordered on Saturdays and Sundays.

As the squad and section system is the base of organization and administration, therefore guard duty, fatigue and messing should be by squad or section, and the squad or section leaders should be held responsible for their respective units at all times. These leaders must learn to act upon their own resources and be made to realize that during the training periods they are responsible for the men under them, in order that they may become capable of exercising their responsibility during battle.

2. Discipline requires a high standard of military courtesy. Commanding officers should insist upon the most scrupulous observance of the principles of extending the proper military courtesy at all times, and should adopt the necessary means to enforce the provisions of Army Regulations in this respect.

Regarding military courtesy, General Pershing has cabled: "The loyalty, readiness and alertness indicated by strictest adherence to this principle will immensely increase the pride and fighting spirit of our troops."

By command of Brigadier General Johnston:

A. S. Williams, Adjutant

WHO'S WHO among the ALUMNI

HENRY HOWARD '89

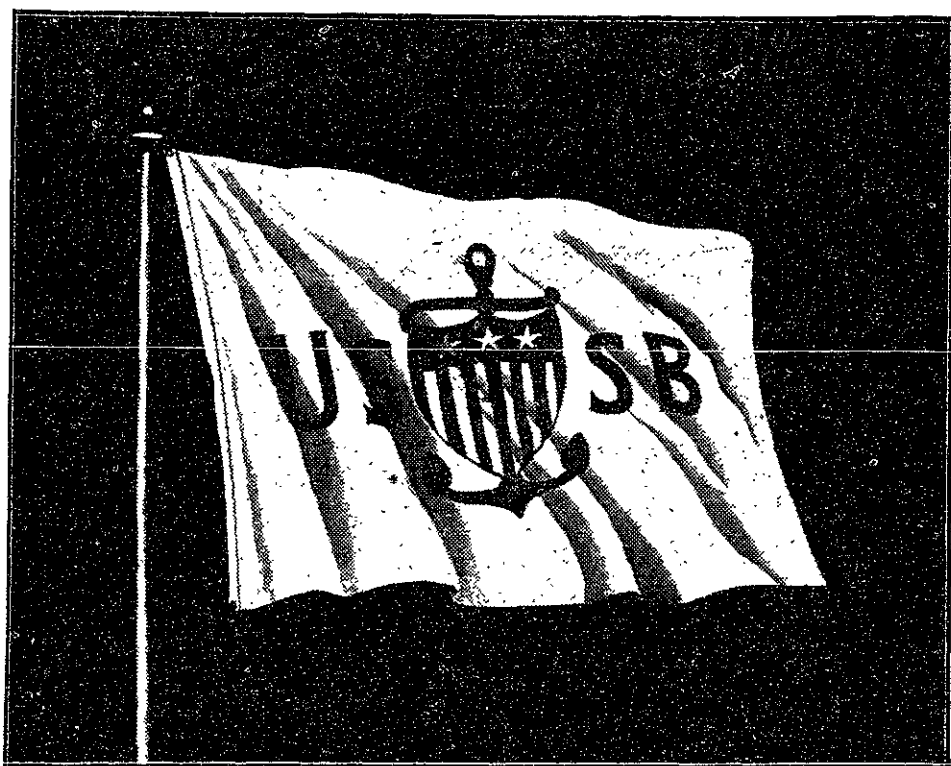
Henry Howard, Director of Recruiting Service, United States Shipping Board, which conducts a free navigation school and a free marine engineering school at M. I. T. for the training of officers for the Merchant Marine, was born at Jamaica Plain, Mass., July 5, 1868. He is the son of Alonzo Potter and Emma (Babcock) Howard. His home is at 36 Amory street, Brookline, Mass. He is a direct descendant of John Howard, a Marblehead vessel owner, who was conspicuous in Colonial affairs in pre-Revolutionary days, being member of Col. Glover's Marblehead regiment, taking part in early struggles and later attached to Gen. Washington and staff. Mr. Howard has long been an ardent yachtsman, an experienced navigator and a close student of the Merchant Marine.

He was educated in Boston Latin School and in Massachusetts Institute of Technology, where he completed his studies in 1889.

He became a chemist in 1889, and superintendent for the Merrimac Chemical Company of Boston, manufacturer of vitriol, acids, etc., in 1896; in 1902 he was made vice-president of the company. He is now president of the Boston Dwelling House Company; a director and vice-president of the Liberty Mutual Insurance Company; vice-president of the

New England Manufacturing Company; a director of the Russell Company; a member of the executive committee of the National Foreign Trade Council, New York city; chairman of the Committee on Foreign Relations, National Foreign Trade Council; chairman of the Committee of the Manufacturing Chemists Association of the United States; treasurer of the Brookline section, American Red Cross; a member of the American Chemical Society; of the American Electro-Chemical Society, and of the American Institute of Chemical Engineers. He organized the new England section of the Society of Chemical Industry and was its first chairman. He was chairman on the Committee on Public Utilities, Boston Chamber of Commerce, for seven years; a term member of the corporation of Massachusetts Institute of Technology, and a director of the Metropolitan Trust Company. He is a member of the Eastern Yacht Club of Marblehead, Mass.; the New York Yacht Club, New York city; the Royal Yacht Club, San Sebastian, Spain; the Engineers' Club of Boston, and the Exchange Club of Boston.

He was married Sept. 6, 1896, to Alice Sturtevant, daughter of Eugene and Mary (Clark) Sturtevant, a granddaughter of Rt. Rev. Thomas M. Clark, former bishop of Rhode Island and late presiding bishop of the Episcopal church of the United States and Mexico.



NEW U. S. S. B. FLAG

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designs to Washington and placed them before the board, which adopted the one shown here.

Actual instruction of cadets—men with no previous experience—on the first training ship of the squadron on which the United States Shipping Board is to train seamen, firemen, oilers, water-tenders, cooks and stewards for the Merchant Marine began at 6 o'clock Monday morning aboard the Calvin Austin at her federal wharf East Boston.

The tentative program of daily instruction is as follows: 6 a. m., all hands duty room; 7 a. m., breakfast; 8 a. m.,

general work; 9:30 a. m., discipline and instruction; 10 a. m., inspection; 10:30 a. m., boat drill; 11:45 a. m., clean up; 12 noon, dinner; 1 p. m., fire drill; 2 p. m., seamanship; 3 p. m., boat drill; 4 p. m. general work; 4:45 p. m., clean up; 5 p. m., supper; 6 p. m., muster and liberty; 6 to 9 p. m., recreation, bathing, etc.; 9 p. m., turn out all lights.

At the Custom House 100 more candidates for the first training ship were called for physical examinations today. It is expected that out of these many more of these students will be selected. Applications will be received by the United States Shipping Board 12th floor, Custom House, until both the Calvin Austin and the Gov. Dingley have 500 students each.

Work of refitting both training ships is being rushed. The Calvin Austin is expected to be complete inside of two weeks. Every possible convenience is being installed, including new ventilating systems, shower baths and comfortable sleeping quarters.

The Shipping Board is also enrolling experienced seamen for its free navigation and marine engineering schools, in which it is training them to become officers in the American Merchant Marine. The work is essential if adequate supplies are to be carried overseas to the American forces at the front.

The positions for which these men are being trained are not temporary. They will continue when peace is restored.

PROF. ALLEN TO VISIT ALUMNI ORGANIZATIONS

To Tell Local Organizations of Institute's War Activities.

Professor C. Frank Allen, retired, of the Institute, starts today on a tour of some three thousand miles to visit the local associations of Technology in the different northern cities of the country. His itinerary includes Schenectady, Syracuse, Detroit, Chicago, Minneapolis, Kansas City and St. Louis. On his return he will undertake a similar trip through the southern states and will visit altogether some seventeen of the M. I. T. alumni organizations. Trips of this kind are a regular service undertaken by the parent association in Boston to keep the former students in touch with the today of Technology. Professor Allen will speak of the numerous war activities of the Institute, as well as of the more peaceful matters of the ordinary curriculum, the Walker Memorial and the government of the dormitories.

Professor Allen is a native of Massachusetts and a graduate of the Massachusetts Institute of Technology in

the class of 1872. He has been for more than thirty years a member of the faculty of the Institute and retired a year ago under the provisions of the Carnegie Foundation. Following graduation he had a varied experience, being connected with the water systems of different Eastern municipalities, Providence, Newton and Boston among them. In 1878 he went West and for seven years was assistant engineer of the Atchison, Topeka and Santa Fe R. R., being for a year of the time the chief engineer of the water works of Las Vegas. In addition to his work as an engineer he took up the study of the law and was admitted to the bar in New Mexico in 1885 and in Massachusetts in 1901. Incidentally he was city attorney for Socorro, N. M., for a year.

In 1885 he was appointed assistant professor of Railway Engineering at the M. I. T., in 1887 he was named associate professor and since 1896 he has been professor. His legal training made him especially valuable in matters of contracts and specifications and he has been one of the most important authorities in developing the legal side of engineering instruction. His books have been the standards everywhere.

Besides his teaching Professor Allen has undertaken a good deal of public and association work. He has been a member and chairman of the school com-

mittee of his home town, Sharon Mass., a member and ex-president of the Massachusetts Highway Association and of the New England Railway Club, a member of the American Statistical Association and ex-secretary and ex-president of the Society for the Promotion of Engineering Education. He has been in the editorial chair of a number of engineering and Technology publications. He is bringing to local Tech clubs the gossip of the doings at the Institute, which in these times are strongly flavored with helpfulness to the government.

MAJOR PRESCOTT TO MAKE TOUR OF CANTONMENTS

Major S. C. Prescott '94, Professor of Industrial Microbiology at the Institute, is about to start on a tour of inspection of many of the various training camps and cantonments throughout the country. He will deal entirely with the quartermaster and the conservation officers, and will inspect the food and the sanitary conditions of the camps. Major Prescott's trip will take him principally through the southern and southwestern states, and will consume about three weeks.

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INSTITUTE ACTIVE IN WAR EMERGENCY

The way in which the Institute has endeavored to help the government in every possible way is strikingly brought out by the following list of war activities in which it is engaged.

INSTITUTE ACTIVITIES

1. At the moment war was declared President MacLaurin offered to the U. S. Government the facilities of the Institute, faculty and laboratories, noting that the use of the latter by a force familiar with them would be of greatest advantage.

2. For eighteen months before the declaration of war there was at the Institute an Engineering Corps composed of seniors and instructors, giving time to the study of military engineering.

3. When war was declared the Institute Committee appointed a student committee to consider the situation and advise the students. This committee reported that undergraduates had better sit tight and on graduation would be worth more to the government. Seniors were advised to seek places where technical men would be of advantage.

4. On declaration of war the entire group of students in Naval Architecture and some of the faculty went into the employ of the Government or into shipbuilding yards.

5. The faculty of the Institute voted to grant degrees to seniors who were in good standing, who went into military service or allied industries, without requiring the completion of their studies.

6. The faculty volunteered gratuitous assistance to any seniors wishing to take military examinations by establishing "exam courses," leading up to the examinations.

7. The Institute gave to a Massachusetts Committee the use of its laboratories looking to the preparation of marine engineers. This work was replaced later by the "Miller schools."

8. Intensive courses were established in Naval Architecture, open to seniors or others properly qualified, to furnish needed draughtsmen for Navy yards and shipbuilding yards. All these men, went to Charlestown in July.

9. The U. S. A School of Military Aeronautics was established.

10. The sophomores organized a special military camp of twelve weeks duration at East Machias, Me. This was a military camp with uniforms and military routine. The attendance was 200.

11. The juniors organized a military camp at Cambridge with students in uniform taking military studies and in addition those anticipating some of the work of the Senior year, so that they might be ready sooner for service to the country. Attendance 200.

12. For the U. S. Shipping Board Professor A. E. Burton organized thirty or forty schools for deck officers of the new merchant marine, these schools being in parts in all coasts of the country.

13. The Cadet School for U. S. Naval Reserves was housed at the Institute.

14. For the U. S. Shipping Board Professor E. F. Miller organized eight schools in principal ports where an elite licensed land engineers in special engineering school was located, to educate for officering the engine rooms of the new merchant marine.

15. The U. S. N. Aviation Detachment is training at Technology.

16. The advance battalion of upper class men was organized and put into uniform. These men take regular military drill and exercises. Over 400 men are enlisted.

17. The Freshman battalion was put into uniform, which the authorities have ordered to be worn all day on drill days, and at other times if wished by the students.

18. Four-year military option was established, in accordance with plans formulated just after war was declared. Two R. O. T. C. Units were organized.

19. The U. S. N. school for Naval Inspectors of Motors and Airplanes was established. This school will be repeated every six weeks.

20. The Walker Memorial was assigned for use as Dormitory and Mess Room for U. S. Government war Schools.

21. The faculty of the Institute voted to grant degrees on January 1, 1918, to seniors who then shall have finished their work, and outlined a speeding up of undergraduate work.

22. The faculty agreed to establish the Institute as an all-the-year college, recognizing the conditions that have existed in continuous work since the declaration of war.

23. The faculty has taken under consideration the possibility of arranging intensive courses in all departments,

directed towards the quickest possible preparation of men for service in the war.

24. The Faculty voted to admit freshmen in February, a picked group from the high schools graduating in January, who by studying through the summer vacation may overtake the freshmen who entered in September last.

25. An intensive course in Naval Architecture is to begin February 14.

26. An intensive radio course for U. S. Signal Service work.

Alumni Activities.

27. The Who's Who of Tech brains, a questionnaire addressed to all graduates asking what they have done, what they are able to do and what they will be willing to do was sent out. This placed 5,000 names of competent engineers at the Government's call. From this has come the U. S. Public Service Reserve, an organization financed privately but nominally under the department of labor.

28. The Washington Tech office was established by Technology Club Associated, in touch with government bureaus.

29. The Paris Bureau under Van Rensselaer Lansingh '98, was the first to establish a club house in Paris and is one of the organizations merging into the American University Union. Lansingh is now business manager of the A. U. U. and Technology is to send soon a second man.

30. The Who's Who Committee on Mobilization of Technology's Resources and the Washington Office were united in the existing M. I. T. Committee for National Service.

31. The Alumnae Organization is planning for War Service.

32. Tech Ambulance Unit.

33. The War Service Auxiliary, a group of Technology women, alumnae, faculty ladies, wives of alumni, under the chairmanship of Mrs. Edward Cunningham, Mrs. A. J. George, secretary. A service of helpfulness wherever it may be needed.

34. The Tech, the students' newspaper, enlarged and broadened so as to be the organ of the Alumni as well as of the Undergraduates.

35. The sending of Professor Pearson, Professor Allen, and others to Technology Clubs as the beginning of extended service of the kind for the information of alumni associations and alumni, and the fostering of Tech spirit.

All the regular functions of the schools have been continued, including summer courses and summer engineering camp and the Institute opened in the autumn with a registration only about ten per cent. below the normal and there is a probability of a considerable registration in February. This registration does not count the government schools. Technology continues at the same time the academic and technical teaching for the Lowell School for Industrial foremen.

Technology men in military and naval service about 1600, including 117 officers in the U. S. Army, more than from any other college, and 1200 are officers in training camps and elsewhere. Sixteen M. I. T. men have died in the service. There are more than 2000 men in industries allied to the war.

BOSTON PAPER DISCUSSES HARVARD-TECH MERGER

(Continued from page 2)

men" of the highest type, but developing them without haste and with extreme care to keep them both deep and broad in their thinking.

There can be no denying that the views of these experts represent a position seriously complicating to any simple proposal of co-operation between Harvard and Technology such as that which served as the basis of the late agreement between them. At the same time there seems no reason to assume that they have the power to dismiss what we have called the "common sense" view of the case. The dissenting professors themselves express the greatest dislike of any proposal which might appear to involve much duplication either of plant or of educational effort. On the other hand, the advocates of Harvard's departments of science do not seem to be guided by that eager desire to bring about large co-operation between the two institutions which has so inspired the effort of Presidents Lowell and MacLaurin. It must again be remembered, however, that the first consummation of those efforts was declared illegal and out of accord with the intent of Gordon McKay as testator. If any merger is to be carried out between the two institutions it must be on a plan more nearly within his educational intentions. The purposes outlined by the Harvard scientists are safely in line with them. May it not also be found that, broadened and energized by a more liberal spirit toward the claims of Technology and by a firmer desire to avoid any waste, they will also, in the end, lead the way toward fully effective co-operation, and toward reciprocating use of the McKay funds in such fashion as the two presidents are still eager to see established?

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